



Besancon- New Cheap LRT in France
geoghb@erols.com to: rockvillepikeplan
Sent by: geoghb@pop.erols.com
Please respond to geoghb

03/03/2013 01:08 PM

Photo of new Light Rail Car
<http://tinyurl.com/cbst6qn>

Video showing the route
<<http://www.youtube.com/watch?v=yCeGDTd51xM>>

Map
<<http://www.urbanrail.net/eu/fr/besancon/besancon.htm>>

The Besancon tram website
<www.letram-grandbesancon.fr>

Contact Besancon Tram
<contact@letram-grandbesancon.fr>

Transport Politic - How does Besancon build the LRT for only e16 million KM?
<<http://www.thetransportpolitic.com/2010/10/01/how-is-besancon-building-a-tramway-at-e16-millionkilometer/>>

CAF website - the Spanish light rail car supplier
<<http://www.caf.es/en/productos-servicios/proyectos/proyecto-detalle.php?p=58>>

George Barsky

[Maybe MD and MC should send a delegation to France to see what they know about building LRT]

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The Tramway (Light Rail) Revival in France
geoghb@erols.com to: rockvillepikeplan
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03/04/2013 03:22 PM

Quote:

Currently, eighteen French urban areas have at least one tramway line and by 2014, nine more

towns will have opened their first lines.

In France, the organization of public transport is based on a decentralized administrative system established in the 1980s. For thirty years, land authorities have had great autonomy to develop their public transport

networks in a context of very heavy car use. Today, the car is gradually making way for public transport systems and tramways have been experiencing a revival for several years now. Tramways have been making

their mark over the years because they fit into the scheme of urban renewal, transport planning and environmental concerns.

This is a political choice which is firmly rooted in the sustainable development ethos and enables planners to take a new approach to urban mobility and urbanization projects. Trams have also become a tool for promoting a town, because building a tramway implies a desire to renew the image of the town where it is located.

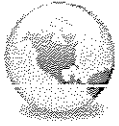
Many French companies are using their expertise on projects to create tramways and export skills worldwide, ranging from studies and construction to operating tramway systems.

<http://www.developpement-durable.gouv.fr/IMG/pdf/Tramway_GB.pdf>

George Barsky

[Since France knows how to finance, build and operate successful new LRT systems at reasonable cost and schedule, it would behoove MD and MC to send a delegation there to learn the techniques and/or hire them outright]

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Dallas, Texas - Brookville Liberty Streetcar discussed
geoghb@erols.com to: rockvillepikeplan
Sent by: geoghb@pop.erols.com
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03/11/2013 05:05 PM

History: This message has been forwarded.

<http://transportationblog.dallasnews.com/files/2013/03/DART_Rendering_Full-Unit.jpg>

The downtown Dallas to Oak Cliff streetcar line is the launch customer for the Liberty modern streetcar designed by Brookville Equipment Corp. of Pennsylvania. The Dallas Morning News discussed its appearance and construction

By now you're probably well aware that the Houston Street Viaduct connecting downtown to Oak Cliff is closed – and will remain shut down till at least the fall of '14 as crews make room for those streetcars.

Brookville does call it a light-rail vehicle – as in, "The light rail vehicle (LRV) will be the first-ever American designed and manufactured off-wire capable streetcar to be delivered to a U.S. public transit agency."

This morning Dallas Area Rapid Transit spokesman Mark Ball dispatched Brookville's release heralding the impending streetcar line that may one day stretch from Bishop Arts to the Dallas Convention Center.

Brookville president Larry Conrad says that the company's "engineers, designers, production staff and the entire Brookville team are excited to assist the City of Dallas through the manufacturing of a modern streetcar that improves the city's transportation infrastructure and permits off-wire streetcar transit from an American streetcar manufacturer to an American city for the first time."

BROOKVILLE Liberty Modern Streetcars will utilize an innovative battery energy storage system (ESS) to power the car's four traction motors when off-wire.

Approximately one mile of the 1.6-mile track will require ESS power, allowing the LRV to cross the city's Houston Street Viaduct over the Trinity River without the use of catenary.

Featuring three passenger compartments, the 66.5 foot-long, 8 foot-wide cars will include over 70 percent low-floor area, providing accessible seating for passengers.

The streetcars will run on standard 1435 mm track gauge and utilize BROOKVILLE's industry-proven soft ride trucks powered by four 99 kW AC traction motors while traveling at a maximum speed of 44 mph.

The contract between BROOKVILLE and DART is authorized for up to \$9.4 million and the extension project includes funding from a Federal Transportation Investment Generating Economic Recovery (TIGER) I grant of \$23 million.

The downtown Union Station to Oak Cliff extension is being funded through various grants totaling \$56.8 million, with collaborative agency support between the City of Dallas, North Central Texas Council of Governments

3/11/13

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(NCTOG) and DART.

The Oak Cliff streetcar extension is slated for a late 2014 completion and will provide enhanced accessibility to downtown Dallas for residents in adjacent neighborhoods.

George Barsky

[Only MC can't deliver great transit - it insists on mediocrity - a reflection on its lack of transportation leadership]

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Minneapolis, Minn. - planning for Bottineau Corridor LRT
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03/13/2013 05:17 PM

Preliminary concept planning is underway for Met Council's proposed 13-mile, \$1 billion Bottineau Transitway Corridor light rail line, the "finance and commerce" site reports.

The LRT route would run from downtown Minneapolis to the city's northwest suburbs. Here is a map:

<<http://finance-commerce.com/files/2012/05/BOTTINEAU-MAP.jpg>>

If built, Bottineau, extending to Brooklyn Park, would be Met Council's fourth LRT route in the Twin Cities area.

Other lines existing or planned are the starter Hiawatha Line from Minneapolis to Mall of America, the now-under-construction Central Corridor LRT linking Minneapolis and St. Paul, and the planned Southwest Corridor LRT from Minneapolis to Eden Prairie:

One question is how to design stations to link with a regional park and its parkway at Golden Valley, a municipality which initially opposed LRT. And the news story:

<<http://tinyurl.com/a4r8h5w>>

"Plans emerge for Bottineau Transitway's park tie-ins

Mar 12th, 2013

by Drew Kerr

Planners working on the proposed Bottineau Transitway between Minneapolis and Brooklyn Park are getting a handle on how light rail stations could fit into Theodore Wirth Park.

Meetings were held on Feb. 27 and on March 2 to get input on how two stations slated to go on Theodore Wirth Parkway could be melded into the park landscape.

Plans for the 13-mile light rail line call for running trains on the BNSF freight rail corridor east of the park and building stations at Plymouth Avenue North and Golden Valley Road.

Redevelopment opportunities at each site are limited because the stations are surrounded by parkland and single-family homes - elements that led Golden Valley officials last year to resist the route proposal.

City officials have since agreed to additional study of the \$1 billion line, which could be under construction as early as 2016.

Because the freight rail line adjacent to Theodore Wirth Park sits in a trench, designers are working to come up with ways to bring people from the street to transit stations.

At Plymouth Avenue, plans suggest building a "grand stairway" and a new bridge over Bassett Creek, as well as new trails to the Chalet just west of the planned station area.

No park-and-ride is suggested at the station area, seen as a walk-up site for nearby.

At Golden Valley Road, planners see more opportunity to bring in cars and transit connections.

A traffic circle and bus stops could be built on Golden Valley Road, and a multi-deck parking area could be built underneath a park pavilion according to planners.

The hope is to use the area to create a new northern entry to the park.

(graphic caption)

Plans for a light rail station at Theodore Wirth Parkway and Golden Valley Road call for a pavilion, underground parking, a traffic circle and improved transit stops. The light rail station is below grade and would be accessed by stairs or an elevator. (Photo courtesy Minneapolis Park and Rec Board)

Minneapolis Park and Rec Board officials say whatever plans emerge will have to take into account the area's historic designation.

Theodore Wirth Parkway is part of the Grand Rounds National Scenic Byway.

Park officials are also trying to design the project in a way that would preclude future mitigation needs.

The transit planning comes amid a larger effort by the Park Board to come up with a new master plan for the 759-acre park, which has off-road bike trails, a public beach, golf course and Frisbee golf.

The park is also used by cross-country skiers in the winter.

Examples from other parks with transit used during the recent meetings can be seen here;

<<http://www.minneapolisarks.org/documents/design/wirth/Wirth-BottineauPPT.pdf>>

designs being discussed locally can be found here.

<<http://www.minneapolisarks.org/documents/design/wirth/SaturdayShow-notesv5.pdf>>

More detailed plans for each of the transit stations are due to be released later this year, along with an environmental study of the corridor.

George Barsky

[A safe bet: They will have their 4th LRT line operating while MC hasn't bought a shovel for its first line]

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Annapolis, Md. - gov's transp't plan draws praise, criticism
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03/15/2013 11:56 PM

IT IS NOT TRUE THAT MARYLAND HAS NO MONEY FOR RAIL
Maryland pays for MetroBus that serves Montgomery and Prince George's counties. It costs Maryland about one-third of what Metro Bus loses. Each MetroBus passenger-mile costs an average of \$ 1.40 but fares cover only 30 cents of that, leaving \$ 1.10 for tax payers to pick up. In Baltimore the buses cost only \$ 1.35 per passenger-mile less 25 cents from fares so the net result is the same. \$ 1.10 per passenger-mile for taxpayers to pick up, year after year and growing.

The Red Line in Baltimore and the Purple Line in Montgomery and Prince George's counties should not cost more than 45 cents per passenger mile to operate less 30 cents from fares so the taxpayers need to help with only 15 cents per passenger-mile, just one seventh of what bus cost. Saving 95 cents per passenger-mile on about 150 million annual passenger-miles is worth \$ 142.5 million A YEAR. The Government can take that saving to the bank and support a bond issue of about \$ 2 BILLION dollars, half the value engineered cost of the Red and Purple Lines. That will qualify them for far more than enough federal aid to build the lines except the Republicans will try to prevent rail transit from getting the same 80 % that highway and BusWays get.

I am not dreaming. Virginia Railway Express got set up only because the staff found a way to sell bonds to cover 2/3rd of the initial investment. It can be done. It has been done, but too many politicians will not act until they get a gift of money. They are not willing to work to earn it.

Washington MetroRail would never have finished the Green Line had not David Gunn confronted the Board of Directors with the need to borrow \$ 600 million. The lousy politicians were not about to borrow money they had to pay back but the media reported on Gunn's offer to get the line built.

I bought the Philadelphia Market Frankford Budd rapid transit cars and the Pennsylvania RR Budd Silverliner electric commuter cars with bonds. We got no grants for them. I electrified the Fox Chase branch with bond money. The RDC's (Budd rail diesel commuter cars) were bought with Equipment Trust Certificates of a non-profit corporation - Passenger Service Improvement Corporation. I worked on the development the San Diego Trolley's first Line to South Bay and had NO federal aid and it was highly successful as are the other lines there.

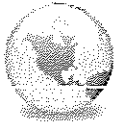
E d T e n n y s o n

Ret. PE Transportation Consultant and former State of Pennsylvania
Transportation Director

Mr. Tennyson knows what he is talking about and his critical analyses are very useful and to the point.

submitted by George Barsky

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Congratulations
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04/13/2013 12:34 PM

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Congratulations. I was watching one of yourTV episodes about Transit Corridors. You are finally learning the shortcomings of BRT which in itself is an oxymoron. You finally started asking the right questions about 355 - why not LRT [streetcar / trolley] or why BRT?

I suggested to you a long time ago that 355 is RIGHT for LRT. There are many reasons why LRT is vastly superior and hugely beneficial. The fact that planners were given instructions by the county to consider only buses shows either their ignorance or complete lop-sided planning or both with regard to better transit, especially considering future long term growth and convenience. Buses and Light Rail are NOT rapid transit by any measure. Metrorail IS rapid transit (when operating properly). But, light rail, while not rapid transit is by far the vastly superior and more attractive surface transportation mode. It can and DOES operate compatibly with mixed traffic on broad AND narrow streets, on private right of way that can have grass and shrubs and trees. LRT is much quieter than any fuelish bus, has much greater capacity than any fuelish bus, can accelerate faster and resupply electric power when stoppiong (regenerative braking) that no bus can do. LRT is environmentally friendly. Buses are noxious no matter the fuel and they constantly need to be refueled and at what cost? Did you consider all the added big fuel trucks added to the already congested automotive traffic required to maintain buses? LRT avoids all that and electric power can be generated from many cleaner sources. LRT can be 100% or mostly low floor with many doors where the station platforms are only at curb height. LRT

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4/13/13

only needs one operator to move more than 200 passengers. Try that with a bus. LRT can and does operate at high speed where conditions allow.

LRT is a real investment while buses are simply a black hole for money. But the bus and oil and rubber and concrete lobby will try to sell you a different story. But, you already know much about buses. Unfortunately, your guest experts know very little to nothing about light rail which has proven itself worldwide. Most places recognize the superiority of LRT and are willing and ABLE to make the investment. Even places like Ottawa, Canada that already has BRT is now going to build LRT.

I suggest you get some REAL EXPERT advice about LRT from those who actually can give you proof of return on the investment. I suggest you visit places with new LRT and speak with the community there. I suggest you travel abroad such as in Europe where high speed trains, modern metros and great amounts of LRT abound to get the feel and flavor of it. I suggest you balance the limited knowledge by county officials and open your eyes to communities that live with, enjoy, expand and build new light rail systems. You need a balanced view that the county can't provide. Lastly, the CCT should not be buses. The CCT must be LRT and eventually make its way to Frederick and should connect with a 355 LRT between Shady Grove and Bethesda (connect to Purple Line). You MUST appeal this to the Governor who has made an extremely unwise decision to put buses on the CCT, no doubt inspired by political and not transit motives of county officials. Keep in mind the original vote by the County Council about the CCT was for LRT. Even County Exec Leggett supported LRT for the CCT (I have the email from him to me stating that fact).

If Baltimore deserves ANOTHER LRT line, the Red Line, so does

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4/13/13

Montgomery County. And there are plenty more routes good for LRT such as Viers Mill Rd., etc.

Don't be suckered into more buses. Do the RIGHT thing for the county and Rockville, demand LRT for the CCT and 355. That is a legacy you can count on. Buses are the toilet of public transit. Oh, BTW, did you ride the bus today? If not, why do you expect others like yourselves to ride the bus?

George Barsky
Germantown
301-515-0182
geoghb@erolos.com

mail2web - Check your email from the web at
<http://link.mail2web.com/mail2web>



FW: The L.A. Orange bus line (BRT)
geoghb@erols.com to: rockvillepikeplan
Sent by: geoghb@pop.erols.com
Please respond to geoghb

04/17/2013 09:41 PM

This line is built on a railroad right of way and should have been a LRT line not a bus line. The bus line is at capacity and additional busses cannot be added because of blocking cross streets. The busses are rough riding, small inside, slow at loading ADA passengers and very uncomfortable to ride. It takes the bus twice as long to make the full trip as a LRT would and cost twice as much to operate per passenger mile. This line needs to be upgraded to LRT ASAP to make this line more usable.

George Barsky

[Sent to me by an L.A. resident]

Add-On FYI

San Francisco Market Street has surface streetcar, bus and electric trolley bus (a bus propelled solely by overhead wires and electric motors), and 2 levels of subway. The first level of subway is light rail, the second level is BART [the real rapid transit like Metrorail]. Off Market Street are other lines such as the historic world famous cable cars, and many more streetcar / LRT. A few years ago more streetcar was extended along the Embarcadero and to the ballpark. The region is also served by Caltrain commuter RR from San Jose.

The correct transit solution for 355 is surface rail and not more buses. Find out the background of the people on the county Transit Task Force. Like you, they are mainly people who have virtually no real knowledge or experience with or about LRT. Their charge like other county officials was only buses. That is a very sad commentary about the county outlook and ignorant politicians. The only surface transit they know about is buses. What else would you expect from such a lopsided group?

BRT is NOT what the county residents - TAXPAYERS - want. If you know anything at all about the REAL difference between buses and rail you would choose rail. I urge you to not rely on county propaganda and investigate for yourselves. So, why did the Rockefeller Foundation [BIG OIL] give the county a quarter million dollars to study ONLY buses. Why not LRT? Go figure.

Did you ride the bus today?

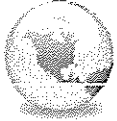
George Barsky
Germantown
301-515-0182

①

4-17-13

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Ike Leggett Message about LRT vs bus
geoghb@erols.com to: rockvillepikeplan
Sent by: geoghb@pop.erols.com
Please respond to geoghb

04/21/2013 11:07 PM

1 attachment



CCT-33.JPG

Original Message:

From: Ike Leggett Ike.Leggett@montgomerycountymd.gov
Date: Tue, 18 Aug 2009 15:56:20 -0400
To: geoghb@erols.com
Subject: RE: Concept Photo of LRT on CCT

Dear Mr. Barsky:

Thank you for your recent email expressing your support for the Corridor Cities Transitway (CCT) as a light rail transit system. I appreciate receiving your opinion. In my recent letter to Council President Andrews I stated my support for a light rail CCT because it will provide the greatest transportation benefit of highest ridership and fastest corridor travel times, the light rail will advance smart growth better than a bus rapid transit system.

I also, encourage you to continue your support for the CCT. Thank you again for your support.

Sincerely,

Isiah Leggett
County Executive

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1





Mistakes are easy when you don't know the facts
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Sent by: geoghb@pop.erols.com
Please respond to geoghb

04/22/2013 12:42 PM

3 attachments



CCT - 21.jpg CCT - 23.jpg CCT-13.JPG

I see you are beginning to comprehend that LRT on 355 and other arteries is a better idea than buses. Also, the CCT must be LRT and not a bus system.

Over the long haul LRT will outperform any bus in terms of ROI and collateral regional improvement. The most vital characteristic is to provide good useful attractive public transportation. Secondly, LRT normally serves as the catalyst to increase the tax base and redevelop and upscale neighborhoods along its route. Clearly, buses, no matter what they are called do not. LRT makes a statement of permanence and dependability and a belief in a green livable community. Clearly, buses do not. To paraphrase: "Yes Rockville, there IS a big difference between LRT and a bus."

LRT is surface rail transit - a streetcar, a trolley, a tram (Europe) and can also operate effectively in subways, on elevated structures and unpaved rights of way. They can operate as single or multiple units and in coupled trains by one operator. They are totally compatible with vehicular traffic and can operate on very narrow streets or broad turnpikes. And yes, they operate with controls at both ends so as not to require turn arounds or loops to reverse directions. The operator simply walks to the other end and controls the LRV (light rail Vehicle) from there. Depending on circumstances the route can be single track with passing sidings or normally double track. At the end of the line there are crossover switches permitting operation on one side or the other.

Modern LRVs are constructed so they can be 100% low floor with access only at curb height - no special raised platforms needed. They can be designed with many doors so boarding is quick, easy and at numerous points along the vehicle. Being electrically propelled they have the capability for rapid starting and operating quietly. Bicycles, strollers, wheelchairs, etc., are easy to board and at the door locations, when opening, a small flat ramp projects to the curb virtually making a seamless entry or exit.

Construction costs vary depending on where a line is built. It is not accurate to say that LRT construction is X times a busway, particularly if the busway is built as a private road. Also, construction time is not years and years. It seems only in Montgomery County does it take eons and eons to even try to build an LRT no less actually doing it. LRT does not have to be gold plated. LRT does not require Metrorail (real rapid transit) like stations and huge parking areas or subways and els. As stated before, LRT is totally street compatible with all other vehicles and does not require broad thoroughfares.

Unfortunately, most contemporary transit consultants, like yourselves, have little to no experience with LRT. When they estimate costs they are more likely thinking Metrorail or Amtrak style construction and not conventional

LRT. Thus, contracting with a consulting firm is best done when they have real provable experience. More and more cities want LRT. Those who have invested in LRT generally expand the system beyond a single line. Their experience is convincing enough to build more and not less. Any political body that focuses solely on buses lacks real transit leadership. There is a place for buses but there IS also a place for an LRT system - not just a single loine.

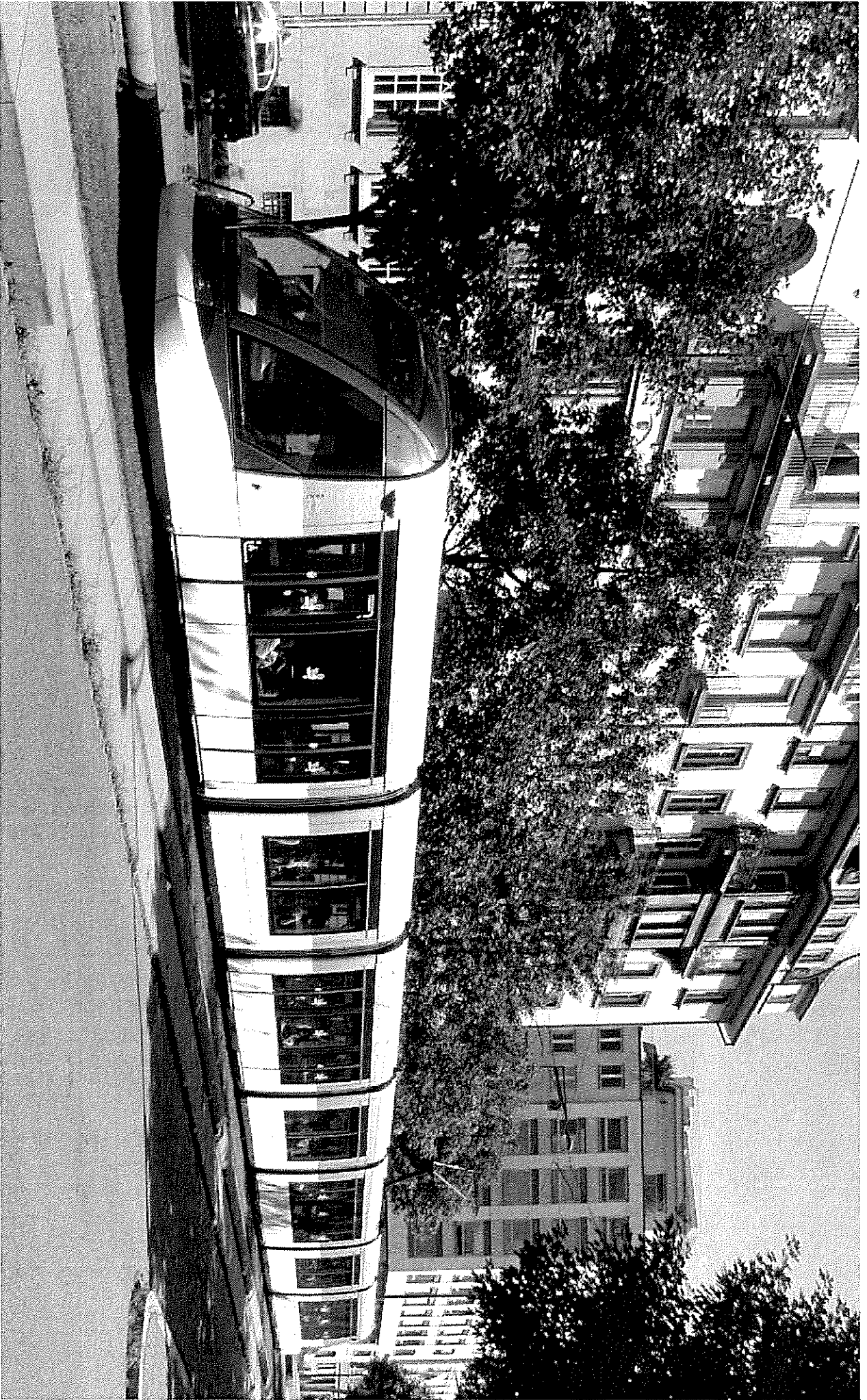
Did it ever occur to you that the 15 mile MD 200 super highway was constructed between 2007-2011 in some of the worst economic times and a congested part of Montgomery County. How is it that a wide limited access highway with many long bridges and sound barrier walls and access ramps and emergency side lanes could get constructed in such a short time. Yet, building an LRT requiring at most the width of 2 lanes takes this county forever. Something is horribly wrong with that. Other cities such as Norfolk, Houston, Dallas, Denver, Salt Lake City, and many European countries - especially France, have built LRT during the time it takes Maryland and Montgomery County just to talk about it.

Let me close with this. The Governor, County and Rockville all claim to be wanting to be GREEN. How is one to believe that with the plan for the world's longest 160 mile (twice the Beltway) busway. A huge number of bus vehicles and fuel supply trucks and depots. Only ignorant and callous planners and politicians would think that's a good idea when in reality it's very bad. DON'T take my word for it, go find an equivalent system anywhere on the planet. You won't. But, do investigate other cities in the USA and Europe and elsewhere who live and like LRT. DO NOT RELY on lopsided county planning. It is dreadfully wrong. Be smart, investigate for yourself.

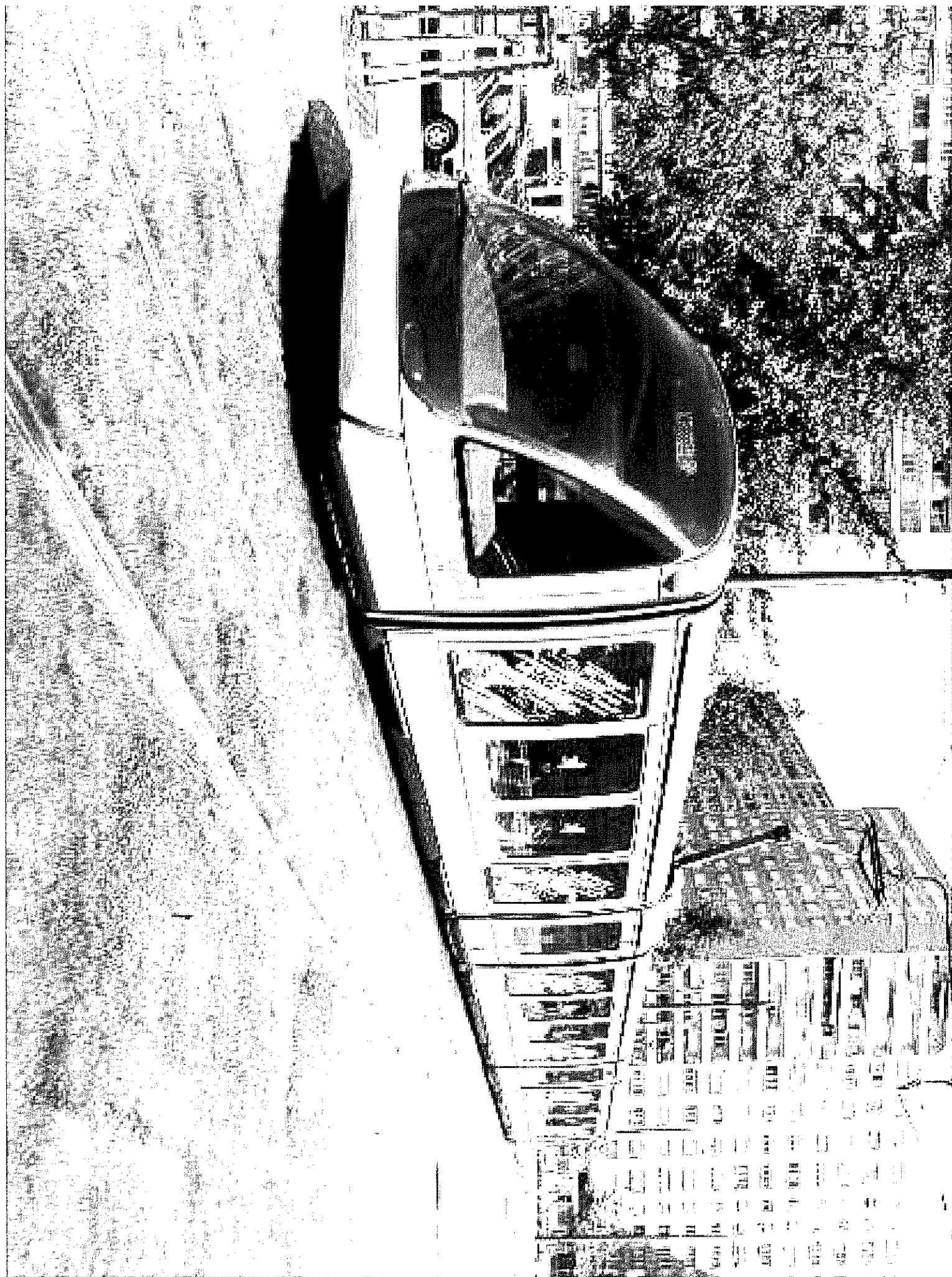
George Barsky
Germantown
301-515-0182

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Denver, Colo. - West LRT to Golden opens Friday
geoghb@erols.com to: rockvillepikeplan
Sent by: geoghb@pop.erols.com
Please respond to geoghb

04/22/2013 03:31 PM

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The opening of the Denver Regional Transportation District [RTD] light rail line to suburban Golden west of Denver has been getting a lot of local media publicity. The latest story was posted Monday by KUSA television:

<http://tinyurl.com/d8e4x9v>

"W Rail days away from linking Denver to Golden
11:21 AM, Apr 22, 2013

(video)

(article)

KUSA - On Friday, commuters will have a new option in public transportation that connects Downtown with Lakewood and Golden.

The West Rail Line is a 12.1-mile light rail transit corridor located between the Auraria Campus in downtown Denver and the Jefferson County Government Center in Golden.

It will serve Denver, Lakewood, the Federal Center, Golden and Jefferson County.

During peak use hours, trains will stop every 7.5 minutes, during non-rush hours, trains will stop every 15 minutes.

Fares range from \$2.25 to \$5.00 per ride and tickets can be purchased at the ticket vending machines at each station.

Cash or credit cards can be used to pay.

The 11 new stations include the following:

1. Decatur • Federal Station - Federal Blvd. & Howard Pl.
2. Knox Station - Knox Ct. & 12th Ave.
3. Perry Station - Perry St. & 12th Ave.
4. Sheridan Station - Sheridan Blvd. & 12th Ave.
5. Lamar Station - Lamar St. & 13th Ave.
6. Lakewood • Wadsworth Station - Wadsworth Blvd. & 13th Ave.
7. Garrison Station - Garrison St. & 13th Ave.
8. Oak Station - Oak St. & 13th Ave.
9. Federal Center Station - 2nd Pl. & Routt St.
10. Red Rocks College Station - 6th Ave. & Arbutus Dr.
11. Jefferson County Government Center • Golden Station - 6th Ave. & Johnson Rd.

There will also be six park and rides open for use along the route:

- Decatur/ Federal - 1,900 parking spaces
- Sheridan - 800 parking spaces
- Lakewood/Wadsworth - 1,000 parking spaces
- Oak - 200 parking spaces
- Federal Center - 1,000 parking spaces
- Jefferson County Government Center • Golden - 705 parking spaces

George Barsky

[This is in addition to their other lines all built while Montgomery County sleeps]

①

4-22-13

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Minneapolis, Minn. - LRT operates on wind power for Earth Day

geoghb@erols.com to: rockvillepikeplan

04/22/2013 03:36 PM

Sent by: geoghb@pop.erols.com

Please respond to geoghb

In honor of the 43rd worldwide April 22 Earth Day celebration, Metro Transit decided to power LRVs on the Hiawatha line linking Minneapolis and Mall of America solely with wind power electrical generation, KMSP television reports:

<http://www.myfoxtwincities.com/story/22043302/\>

hiawatha-light-rail-goes-green-for-earth-day

"Hiawatha light rail runs on wind for Earth Day

Posted: Apr 22, 2013 10:39 AM

Updated: Apr 22, 2013 10:39 AM

by Lindsey LaBelle - email

(photo - showing Hiawatha line LRV)

(article)

MINNEAPOLIS (KMSP) - Metro Transit purchased 71,000 kilowatt-hours of wind-generated electricity to allow the Hiawatha light rail trains to be powered by solely wind energy in honor of Earth Day.

Using Xcel Energy's Windsource program, Metro Transit is providing nearly 31,000 light rail riders with emissions-free transportation, Metro Transit General Manager Brian Lamb said.

Monday's use of wind power is part of Metro Transit's Go Greener initiative to consumer energy, which also includes replacing 15 percent of buses with hybrid-electric models.

Since its inception eight years ago, annual light rail ridership was the highest ever in 2012 with 10.5 million riders.

George Barsky

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Salt Lake City - public hearing on streetcar extension

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

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04/22/2013 03:40 PM

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The Salt Lake City Council will hold a public hearing Tuesday evening to consider the best alignment choice for an extension of the Sugar House modern streetcar line, The Salt Lake Tribune reports.

The starter line is expected to debut in January 2014. The question is whether to head north or east from the eastern terminal of the starter line.

A consultant says a northward extension over 1100 East gives the best result. A spokesman for the mayor says that route is pedestrian friendly. It's shown on this map:

<http://www.shstreetcar.com/files/MapRecRoute.jpg>

This page in pdf format gives the alternatives analysis and includes maps of all route options:

<http://tinyurl.com/cssuafk>

And the news story:

<http://tinyurl.com/ccunlmm>

"North or East? Sugar House Streetcar looking for direction

Sugar House » Mayor wants to push it north; others say east.

By Christopher Smart

The Salt Lake Tribune

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(sidebar)

At a glance

Streetcar extension gets public hearing

A public hearing on the two options for the Sugar House Streetcar extension is scheduled for 7 p.m. Tuesday at City Hall, 451 S. State, Room 315.

(article)

Officials say it's a certainty that the soon-to-open Sugar House Streetcar line will eventually continue from its McClelland Avenue terminus to Highland Drive (1100 East) and then north two blocks to 2100 South. The question is: then where?

Mayor Ralph Becker wants the line's next segment to run north on 1100 East to 1700 South.

That alignment is preferred by the city's consultant, Fehr & Peers, because, according to its data, the route would provide the highest ridership.

But City Council members Soren Simonsen and Charlie Luke want it to turn east at the Highland Drive intersection and run up 2100 South to 1700 East.

They cite high bus ridership figures from the Utah Transit Authority and say that route would be most used.

Residents and business owners can weigh in on the proposed alignments at a public hearing 7 p.m. Tuesday at City Hall, 451 S. State, Room 315.

The first segment of the line from the TRAX Central Pointe Station (200

West) to McClelland Avenue (1050 East) at about 2250 South should open in January.

Either one of the proposed extensions from the intersection at 2100 South and Highland Drive would be short.

But both camps see it determining how the streetcar would serve the east Salt Lake City area when the line expands farther.

Becker's administration envisions a prospective route running north on 1100 East to 900 South, where it could jog west to the corner of 900 South and 900 East.

It could then continue north to connect with TRAX at 900 East and 400 South.

But Simonsen believes a better alignment would go up 2100 South and eventually connect with Foothill Drive.

Under his scenario, the streetcar line would then proceed north on Foothill and connect to TRAX at the University of Utah.

No time frame or funding mechanism have been identified for either scenario.

City Council Chairman Kyle LaMalfa agrees with the administration that 1100 East is the better route because it would support the local business community without adding automobile traffic.

"The businesses on 1100 East are the kind of service businesses that do not require a car: salons, cafes, dance and yoga studios, a post office," he wrote to the Tribune.

"By extending a streetcar on 1100 East, we preserve the character of the Sugar House community."

According to the Becker administration, such an alignment also would serve Westminster College at 1700 South and 1300 East.

But Luke, who represents Council District 6, which abuts Sugar House, calls the 1100 East alignment "the streetcar to nowhere," because it ends at "no real destination."

By contrast, a line extending east on 2100 South to 1700 East would connect to Sugar House Park and Highland High School, he said.

"The biggest shortcoming [of the administration's analysis] is that the park wasn't factored in," Luke said.

"Sugar House Park is much different than other parks in the community because it is busy year-round."

Simonsen, who represents Sugar House, said his constituents overwhelmingly have told him they support the streetcar line being extended up 2100 South.

"There is much stronger support to go east," he said. "And 1100 East is a dead end [at 800 South]."

But a spokesman for Becker said the administration selected the 1100 East extension proposal after a rigorous and thorough process.

"This is not an opinion contest or an emotional decision," said Art Raymond.

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"We have a professional analysis, public outreach and citizen advocacy."

In the end, Raymond said, "A streetcar is pedestrian-friendly mass transit and 1100 East is pedestrian friendly. Twenty First South isn't."

George Barsky

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Detroit, Mich. - FTA gives environmental okay to M-1 streetcar

geoghb@erols.com to: rockvillepikeplan

Sent by: geoghb@pop.erols.com

Please respond to geoghb

04/22/2013 09:56 PM

The Federal Transit Administration [FTA] has approved the environmental assessment study for the M-1 Rail-modern streetcar project, moving the project forward into the engineering design and construction stages, the "M Live" site reported Monday. The article attaches the FTA Amended Record of Decision:

<http://tinyurl.com/blwlecx>

"Feds OK Woodward Avenue streetcar project in Detroit, release final environmental analysis

By Khalil AlHajal | kalhajal@mlive.com

on April 22, 2013 at 3:27 PM

updated April 22, 2013 at 3:47 PM

(graphics)

M-1 Rail Line Renderings

(gallery - 6 images)

(article)

DETROIT, MI -- The Federal Transit Administration has given the go-ahead for construction of a 3.3-mile light rail system along Woodward Avenue from Downtown Detroit to the New Center area.

Funding from private donors and a federal grant for the M-1 Rail streetcar project were announced in January.

The environmental clearance sends the project into the next phases of design, right of way acquisition and construction, officials said.

Releasing a final report addressing potential environmental impacts ranging from bike lane displacement to impairment of views of historic buildings, the Federal Transit Administration ruled that the plans satisfy requirements under the National Environmental Policy Act.

(See the full document here.

<<http://tinyurl.com/Detroit-LRT>>

Transportation Secretary Ray LaHood in January announced \$25 million in federal funding for the transit project, which will run from Larned Street north past Grand Boulevard with 11 stops at \$1.50 per ride.

Fifteen private donors led by Penske Chairman Roger Penske, Quicken Chairman Dan Gilbert and M-1 CEO Matt Cullen contributed \$100 million to the project.

The project comes as a new Regional Transit Authority begins work coordinating a comprehensive Detroit-area public transportation system.

One of the first projects the authority is considering is a rapid bus system from Detroit to Pontiac that would occupy a lane on Woodward Avenue and would run alongside the separate M-1 system from Downtown to New Center.

George Barsky